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OKC - 2869
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2 January 1962

MEMORANDUM FOR THE RECORD

SUBJECT : Visit By M-H, Florida Representatives,
[REDACTED]

1. The persons named above visited this Headquarters on 27-28 December 1961 to confer on the following items of technical interest:

INS Flight Recorder
CTU Cart
Retrofit Program
Flight Test in U-2 Vehicle
Production Vibration Testing
Additional Systems

Each of these is discussed in the following paragraphs.

2. Flight Recorder. [REDACTED] made an excellent presentation on a proposed data recording system to NPIC, et al. The equipment proposed for processing and recording data is considered suitable for the intended purpose by the NPIC representatives, as well as highly desirable. The E-X equipment is compatible with the proposed equipment. The P-X equipment will require some small modification.

3. CTU/Cart. The cart is a special purpose type which will require extensive modifications so as to provide a dust free, controlled temperature environment. A vehicle of this type will allow testing and checkout of the INS installed in the A-12, thereby providing a much more realistic preflight and reducing the wear and breakage occasioned by frequent removal and re-installation. Comment: The modified cart is a desirable but not essential item. Presently planned and existing equipment should be adequate, although improvements may become more desirable at a later time. This equipment has not yet been used for its intended purpose. Modifications for product improvement are not considered warranted without some experience basis.

4. Retrofit Program. Fixes to INS systems already completed, to correct deficiencies found during qualification tests, are obviously essential. M-H indicated that the deficiencies are, at least in part, attributable to changes in design proposals made at LAC request.

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NO CHANGE IN CLASS.

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Comment: It seems that it would have been a more appropriate course to conduct qualification testing at an earlier time, prior to completion of production. However, it can be easily predicted that additional items of this nature will be forthcoming as a result of flight tests.

5. INS Flight Test Program. M-H has prepared and forwarded copies of a tentative draft of a flight test program to Lockheed and this Headquarters, indicating their views and requirements for this program. They have added four persons services for test conduct. Comment: The original concept here was that this test would be conducted by personnel from [] Due to the much higher flying time programmed for this test than originally conceived for the A-12 during this period, some addition of personnel is justifiable. One person from [] will be sent to Burbank for the test.

6. Production Vibration Testing. The findings of the qualification tests certainly indicate that all units should be given such tests before release. This is considered an essential requirement by both M-H and me.

7. Changes Recommended For Additional Systems. These were discussed only briefly since at the time of this meeting the requirement for additional systems was not firm. Comment: These changes are product improvement items. I do not consider them justifiable until there is an experience basis.

8. SUMMARY. The following listing summarizes my opinion on the M-H proposals:

- (a) OTU/Carb - recommend deferral.
- (b) Changes in additional systems - recommend deferral.
- (c) Retrofit program - essential.
- (d) Vibration testing - essential.
- (e) Flight test in U-2 - recommend partial approval of augmented test team. LAC participation will not eliminate requirement for technical participation by M-H. One man (test conductor) can be eliminated from M-H proposal.
- (f) Flight Recorder - The proposal made will require no changes to the basic INS. The large cost item is reprocessing of signals to be put into a form suitable for recording, rather than the recorder itself. Any system of this type will require such processing and conversion. M-H is the logical provider of such a system. Recommend negotiations continue.

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